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 CENTRAL INTELLIGENCE AGENCY  
 INFORMATION FROM  
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

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COUNTRY China

SUBJECT Transportation - Rail

DATE OF INFORMATION 1952

HOW PUBLISHED Daily newspaper

DATE DIST. 14 Nov 1952

WHERE PUBLISHED Hankow

NO. OF PAGES 3

DATE PUBLISHED 8 - 10 Jul 1952

LANGUAGE Chinese

SUPPLEMENT TO REPORT NO.

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SOURCE Ch'ang-chiang Jih-pao.CHINESE RAILWAYS COMBAT SLUMP IN TRAFFIC

Summary: Attempting to combat a slump in freight traffic coincidental with the Three Antis and Five Antis Movements, the railway bureaus have endeavored to stimulate an increase in the volume of transportation by sending traffic teams to solicit business from possible shippers.

During May 1952, an average of 549,129,000 ton-kilometers for train loads, was recorded; this was 209.3 percent of the March and 159.4 percent of the April performance.

TRAFFIC TEAMS STIMULATE MOVEMENT OF GOODS -- Hankow, Ch'ang-chiang Jih-pao, 10 Jul 52

Hunan (Special Dispatch) -- The Heng-yang Railway Bureau has organized a large number of small traffic teams and put these cadres to work soliciting business for the railways. The conditions which led to this step were as follows. After January 1952, while the Three Antis and Five Antis Movements were being prosecuted, a great many public and private shippers gave little attention to the development of their business, a number of large basic construction projects were not started, and the railway traffic divisions took little initiative in cultivating close relations with shippers. In addition, the high-level leadership had not yet reacted sagaciously to the importance of increased production. The result was a slump in the volume of transportation which indicated that the transportation targets for the period could not be fulfilled.

In March 1952, the Central - South Regional Committee on Finance and Economics convened a transportation conference. One result of this conference was to direct all government enterprises to set up traffic targets aiming at an advantageous distribution of traffic tasks. Railway administrators then became active in establishing contacts with large producers. The railway bureaus began to organize numerous small teams to take the initiative in "soliciting business" among shippers so that the volume of traffic might be increased.

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To start with, the traffic teams directed the attention of the managers of public enterprises to the advantages of buying and moving slow-moving stocks of goods or commodities which they could use, and of getting rid of surplus stocks of materials they do not need. For example, for a long time the Forestry Bureau at Ch'en-hsien /113 0, 25 487 had a large number of long railway ties suitable for use under switches and crossings. When this fact was noted by one of the traffic teams, they induced the Shanghai Railway Bureau to buy them for use in East China. In northern Kwangsi there was a surplus of car wheels. These wheels were returned to the ministry which then induced the Chin-chou, Chung-ch'ang, and Kirin Railway Bureaus to have them brought to the Northeast.

At first, the traffic teams gave owners of goods a headache because they only brought pressure to bear to force the movement of goods; but before long, they came to understand the problems of the owners, learned how to be helpful in solving the problems and then they were cordially welcomed. The teams have succeeded in facilitating interflow of goods not only between city and rural areas, but also between mutually distant places. For instance, this past spring there was a bountiful crop of litchi in Kwangtung, larger than could be marketed locally. It was suggested to the farmers that they ship the fruit to Shanghai, but the farmers believed this was impracticable because of the long distance, the perishable nature of the fruit, the excessive cost of transportation on express trains, and the slowness of freight trains. One of the traffic teams first made tentative arrangements for a through fast freight train and persuaded the farmers to organize for collective shipment and to give the scheme a trial. Cargo for the return trip was also found. The plan worked successfully for all concerned, including the railways.

A similarly advantageous arrangement was made by a Hankow Subbureau traffic team concerning a quantity of top-grade sharp river sand found near Ch'ang-sha and used for important concrete construction projects in the cities. As a result, on the shipment of 32,000 cubic yards of sand for use on government contracts, the government netted a saving of 170 million yuan compared with the cost of transportation by other facilities, and the railways gained 320 million yuan added revenue.

HEAVIER TRAINS IN MAY -- Hankow, Ch'ang-chiang Jih-pao, 9 Jul 52

Peiping, 7 July (Hsin-hua) -- The energetic and systematic promotion throughout the country of the full loads, heavier trains, 500-kilometers-per-day movement has stimulated the development of transportation capacity and resulted in a marked increase in railway haulage.

During May 1952, due to the locomotives hauling trains heavier than previous assignments, an average of 549,129,000 ton-kilometers was recorded, which, on the average, was 209.3 percent of the performance in March, and 159.4 percent of that in April. The average in May represents the dispatch of 3,633 fewer trains than would have been required by the previous standard assignments, the use of 35 fewer locomotives, the saving of 65,632 man-days of labor on inspection and repairs, 19,219 kilograms less coal, and 11,574 kilograms less lubricants. There was a reduction of 6.5 percent in the number of trains operating with less than the standard loads in May compared with April.

Five mechanics in the Nanking railway shops devised an improvement in the K-shaped three-way valve by which uniform braking effect is secured, thereby reducing the difficulty of handling long heavy trains.

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LOCOMOTIVES FULL RECORD LOADS -- Hankow, Ch'ang-chiang Jih-pao, 8 Jul 52

During the past month the workers of the Cheng-chou Railway Bureau have accomplished outstanding results along the line of the full loads, heavier trains, 500 kilometers-per-day movement. Since mid-May, over 95 percent of the locomotives have been hauling heavier trains and, with the exception of those working on feeder lines, most of them make daily runs of over 500 kilometers.

On 1 June, a Mikado No 6 type locomotive, No 3318, on the run between Cheng-chou and Hsin-hsiang, hauled a load of 3,733 tons which was more than double its previously assigned load for that run. On 4 June, locomotive No 3234, of the Sian Locomotive Division, covered 739.6 kilometers. The carloading crew at Hsu-ch'ang has increased the average load for tobacco leaves from 22 tons to 28 tons, and later to 30 tons, which for this commodity, is a new record for the whole country. By such more efficient loading methods, a reduction in one year of 1,000 cars for the tobacco leaf traffic at Hsu-ch'ang can be effected with a saving equivalent to about 11 million yuan in operating costs.

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